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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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with which is incorporated the
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Hongkong, 19th October, 1908. [a1375-4]

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Hongkong, 14th November, 1908. [a1565]

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Hongkong, 6th March, 1907. 42

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Hongkong, 13th March, 1907. 535

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Hongkong 1st April, 1908. 43

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Hongkong, 24th July, 1905. [a1475]

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Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [1326]

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Hongkong, 5th October, 1908. [a1268]

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A most pleasant retreat for those desirous of
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tai) daily to
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[a216] THE MANAGER.

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Hongkong, 6th November, 1908. [29]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: Pines. Codes: A.B.C. 5th Ed. Liber. P. O. Box, 34. Telephone No. 14.

BIRTHS.

At Victoria Hospital, Peak, on the 30th November, 1908, the wife of E. M. HAZELAND, of a son.

At Kobe, on the 21st instant, the wife of J. L. ROBERTSON, of a daughter.

MARRIAGES.

At Christ Church, Colombo, on 30th November, CHARLES JOHN STEWART, youngest son of the late Dr. JOHN MACKEE of Brechin, to GERTRUDE IRVING, youngest daughter of the late JAMES GORDON of Hope Park, Broughty Ferry. [1632]

The Daily Press.

HONGKONG, DECEMBER 3RD, 1908.

Few monarchs in Europe enjoy in greater measure the admiration of the whole world than does the venerable Emperor of Austria, and King of Hungary FRANCIS JOSEPH I who yesterday celebrated the attainment of the Diamond Jubilee of his reign. Ascending the Throne at the age of eighteen on the abdication of his uncle while the country was in the throes of a revolution there lay before the young Emperor a task demanding the highest qualities of statesmanship and the most resolute courage. A country a third larger than France had to be pacified, and good government and prosperity restored to of some thirty millions of human beings belonging to seventeen or eighteen different nationalities. In the manifest announcing his accession the Emperor promised to rule on the basis of true liberty, of the equality of the rights of the different populations, comprising his empire, and indicated his intention to suppress the rebellions then raging throughout his Empire. We need not here recall the storms and perils of the reign. The outstanding fact is the courage

and sagacity that has surmounted the gravest difficulties and brought peace to the realm and lasting benefit to all the lands subject to the venerable monarch's sceptre. In his private life the Emperor has been the victim of deplorable catastrophes, his wife, his brother and his only son having been destroyed by sudden and violent deaths. Labour has been the panacea for all the ills of his life. Few men probably lead a busier life than the Emperor FRANCIS JOSEPH I. He is obliged to be in touch with two distinct Parliaments, the Hungarian and the Austrian. His labours have been described by one intimate with the Court in the following terms: "The Emperor has to consider and approve documents submitted to him by two Cabinets comprising no less than nineteen ministers, and to follow up, with each one of them, the transactions of their respective departments. He must direct the administration and exercise the chief command of the entire army of the Empire—nearly a million men—see to the direction of the two Imperial establishments, one at Vienna and another at Pesth, with their hundreds of dignitaries, officials and retailers of every grade; he must watch with careful eye the doings of the various members composing the numerous Hapsburg Family—doings which often require close attention—nay, even superintend the management of their private fortunes and properties and, finally, takes the leading part in all ceremonies and State functions out of one Court but of two." The Emperor FRANCIS JOSEPH has always been regarded as one of the most accessible of monarchs and his own subjects manifest towards him a feeling of almost religious homage. In the course of his long reign the Emperor has seen ample evidence of the loyalty and affection of his subjects in the titles they have popularly accorded him—"The Good," "The Just," "The Chivalrous," "The Courageous," "The Noble," and it can assuredly be said of him that he is in popular estimation, extending beyond the limits of his realm, the best and greatest Sovereign Austria has ever known. It has been aptly said of him that he is one of the chief elements in the system on which the peace of Europe depends, just as in the government of his own dominions it is his personal influence which alone is able to maintain some authority over the parties and races, the discord of which threatens a disruption of the Empire. All nations of the world therefore can devoutly add their felicitations to those of the Emperor's own subjects on this auspicious occasion, and join fervently in the hope that His Majesty may be spared for many years yet to witness the continued growth of those sentiments of loyalty and affection which make for the solidarity of the Empire and the permanence of peace.

The Douglas S.B. Co. announces that for the convenience of passengers, steamers of this Company will arrive at and depart from their own wharf, near Blake Pier:

At the Magistracy yesterday Mr. J. H. Kemp sentenced a native to six months' imprisonment for snatching a bank book, \$120 and two letters from a compatriot lately returned from Sydney.

"That Socialism is increasing and ought to be abolished" is the subject of debate at this (Thursday) evening's meeting of the Union Church Literary Club, when Mr. J. R. Wood, will preside at 9 p.m.

Hankow papers report the death of Dr. Ph. Spruyt, which took place in Brussels from pleurisy. It appears that the deceased left the Continent to return to Hankow. On the way out via Siberia, he was taken ill and had to return to Europe.

A native was charged before Mr. J. H. Kemp at the Magistracy yesterday with kidnapping a small boy and bringing him from Canton to Hongkong for sale. Defendant persuaded the boy to leave his home by promises of employment in Hongkong. His Worship sentenced the kidnapper to imprisonment for one year.

Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) who appeared for the prosecution in the case in which Choy Ling Sook, late cashier of the I On Insurance Co., was charged with the embezzlement of \$40,000, informed Mr. J. R. Wood at the Magistracy yesterday that his clients did not wish to proceed with the case. The charge was accordingly withdrawn. Defendant was represented by Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell).

At the Magistracy yesterday before Mr. J. R. Wood, a native was charged by Mr. J. H. Kemp for the larceny of a tap from the ground floor of 75, Second Street. A further charge of wasting water was preferred against him by Inspector Robertson. After hearing the evidence his Worship recorded a conviction, but deferred sentence until the police had made further inquiries concerning the defendant.

On Thursday, December 10th, the Bandmann Comedy Company will open a short season at the City Hall. The repertoire for Hongkong is as follows:—Lady Frederick, Lady of Ostend, Silver King, Marriage of Kitty, The Flag Lieutenant, Mrs. Dot, A Royal Divorce, Mrs. Wiggle of the Cabbage Patch, Zeza, The Scarlet Pimpernel, Jack Straw, Diana of Dobson's and The Gay Lord Quex.

In future the *Empress* steamships of the Canadian Pacific Railway Line will leave Hongkong at 7 a.m. instead of at 4 p.m. as heretofore.

The *Shanghai Mercury* reports an amusing incident which occurred in the Settlement the other day. A short time ago a new factory for the manufacture of socks started in rivalry to an old established institution, and between the two the greatest bitterness prevailed. Then the elder establishment took action, and by way of hitting at their competitors the managers had a series of attractive globes got up before the works. On these were printed various animals, but in place of their heads were printed the heads of the promoters of the rival concern along with various remarks upon them, all more or less uncomplimentary. Such a display had its effect, and within a short time of the appearance of the caricatures a free fight occurred between the workers in the different factories. This was not quelled until the police appeared on the scene, and it was found necessary to put the ringleaders under arrest.

SUPREME COURT.

Wednesday, 2nd December.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. GOMPERTZ (ACTING PRINCE JUDGE).

CLAIM AGAINST A SHIPPING COMPANY.

Yun Wan, the lawful husband of Yun Yan Shi deceased, and Yun Ah Mui, the infant daughter of both, brought an action against the Indo-China Steam Navigation Company, Limited to recover \$1000 damages for loss sustained by the death of the said Yun Yan Shi caused by negligence of the defendants' servants in navigating the s.s. *Loong Sang* in the harbour of Hongkong on 19th June, 1908, whereby a collision took place between the *Loong Sang* and the licensed junk No. 2566 on which the said Yun Yan Shi was a passenger. The deceased had been in receipt of from \$12 to \$15 per month as wages and had contributed up to the time of her death towards the household expenses of the plaintiff and had paid solely for the maintenance and education of Yun Ah Mui. Mr. Otto Kong Sing appeared for the plaintiff and Mr. Hastings appeared for the defendants.

Mr. Otto Kong Sing stated that his clerk who had taken the statements was ill and he was unable to proceed with the case. He therefore asked for an adjournment.

This was acceded to.

AN ABSENT PLAINTIFF.

M. J. Maher, 108 Macdonnell Road, sued James Gay, of the Hongkong and Whampoa Dock Company, for \$50, being one month's wages, on the ground that he had been wrongfully dismissed by the defendant. Mr. Holbrow, from the office of Messrs. Deacon, Looker and Deacon, appeared for the defendant, but defendant did not enter an appearance.

Mr. Holbrow—Plaintiff does not appear. I think he has abandoned his claim.

His Lordship (to the usher)—Call him three times.

The usher returned and announced that the plaintiff was not present.

Mr. Holbrow—I would ask your Lordship to strike out the case with costs.

His Lordship—It is just time by the court clock. I will give judgment with costs and if he appears within five minutes I will hear the case.

Plaintiff did not appear and judgment was entered accordingly.

THE AMOY CLUB.

A REGRETTABLE SITUATION.

The community of Amoy have been much excited over the annual general meeting of the Amoy Club. The main bone of contention was whether or not there should be a paid secretary, as has been the case for the last five or six years. After a heated discussion by a vote of 17 to 15 it was decided not to continue the services of a paid secretary. The immediate consequences had not been foreseen by the reforming party, 'Young Kulangan', as they may be aptly styled; for there and then the following individuals, who had been elected to the Committee of the Club or who were next on the balloting list, declined to serve—the British Consul, the British Vice-Consul, the Deputy Commissioner of Customs, the heads or local representatives of the Hongkong and Shanghai Bank, Tai & Co., Boyd & Co., Pasden & Co., Douglas Laprak & Co., and several others. Eventually the residuum composing the Committee for the following year included two Americans, one German, one Frenchman, and one Englishman,—and that in a Club of whose members over 50 per cent. are British.

THE NATIONAL MOURNING.

All the yamens in Peking have stopped work for 27 days until the end of the official mourning period.

A recent edict prohibited the Provincial Authorities from coming to the Capital to visit the Imperial coffins. The Grand Council has however decided to make an exception in favour of the officials of Chihli Province.

Certain high official proposed the postponement of the military manoeuvres. H. E. Yuan Shih Kai objected stating that such an act would alarm the populace unnecessarily and a resolution was accordingly passed that the manoeuvres should continue.

The Board of Communications at Peking has issued a notice to the effect that all letters and parcels sent through the post should be in blue covers as a sign of the national mourning.

One hundred and fifty Lamas are daily in attendance near the coffins of the Emperor and Empress Dowager, reciting the ritual. They are dressed in yellow and stand in double rows. The members of the Central Government at Peking have been considering the question of instituting an Advisory Board to advise the Government on all important matters as a preliminary to the establishment of a Parliament. The Board is to consist only of high officials of the first rank but there is no limit to their number. The great majority of the members of the Government are in favour of the proposal.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NAVAL CHANGES.

LONDON, December 2nd.

Admiral of the Fleet Sir James E. Erskine, K.C.B., has retired. Sir Reginald F. H. Henderson, K.C.B., has been promoted to the rank of Admiral; Rear Admirals Sir Percy Scott, H. H. Dyke and Frank Finnis have been made Vice-Admirals; Captains Farquhar and Garden have been raised to the rank of Rear Admiral.

AUSTRIA AND TURKEY.

LONDON, December 2nd.

The Austro-Turkish relations have improved. It is reported that Austria has agreed to a conference.

THE GERMAN BUDGET.

LONDON, December 2nd.

The German budget provides for an expenditure of £143,270,450.

CHARGE AGAINST MR. BOTTOMLEY.

LONDON, December 2nd.

Mr. H. Bottomley, M.P., has been charged with conspiracy and fraud.

JAPAN AND AMERICA.

TOKYO, December 2nd.

The Foreign Office has published the notes exchanged between Sir Kogoro Takahira, Japanese Minister at Washington, and the Hon. Elihu Root, American Secretary of State, which are dated November 30th.

The substance of these notes is that the United States and Japan agree to the maintenance of the status quo for the free and peaceful development of the commerce of the Pacific.

The said Powers further agree to support the independence and integrity of China, and the "open door" policy.

Finally, should any event occur threatening the status quo, the respective Governments will take measures accordingly.

A LIBEL ACTION.

TOKYO, December 2nd.

Mr. Preston, the Canadian Commissioner, has instituted an action for libel against the "Japan Herald" claiming damages to the extent of Yen 20,000.

FATAL EXPLOSION AT SINGAPORE.

SINGAPORE, December 2nd.

A gelignite blasting charge prematurely exploded at the Pulo Ubin Quarries to-day.

A European named Ross was blown to pieces, two Chinese were killed, and five others were seriously injured.

The stone was being quarried for the Singapore Harbour Works.

[REUTERS' SERVICE.]

THE JAPAN-AMERICAN AGREEMENT.

LONDON, November 30th.

The British and French Press heartily applaud the Japan-Agreement as a fresh guarantee of the world's peace and prosperity. The American papers also approve of the Agreement. A St. Petersburg semi-official communiqué says that the Agreement is exactly analogous to the Franco-Japanese and Russo-Japanese Agreements of 1907 and certainly forms a further guarantee of peace in the Far East, for which it is warmly welcomed.

RUSSIA AND THE JAPAN-AMERICAN AGREEMENT.

LONDON, November 30th.

The "Novoe Vremya" unreservedly welcomes the Japan-American Agreement as an influence for peace, but the "Russ" declares that it is merely a truce while two powers complete their preparations for a great struggle.

THE NEAR EASTERN QUESTION.

LONDON, November 30th.

A great anti-Austrian demonstration has taken place at Rome where troops have had to be stationed to bar the way to the Austrian Embassy.

S.S. "FATSHAN" AFFAIR.

INQUIRY AT THE BRITISH CONSULATE.

Our Canton correspondent writes:—An enquiry was held on the *Fatshan* yesterday into the death of the Chinese passenger who, it was alleged, had died as the result of violence at the hands of a Portuguese watchman named C. Noronha. Besides the British and Chinese Authorities, three Doctors, one English, one Chinese and one Japanese were present. The post-mortem examination, it is stated, revealed no marks of violence and the doctors were agreed that the man was in a very poor state of health and was dying and that death was not due to violence.

The Chinese undertakers called in by the Nankai Magistrate examined the body of the deceased and have handed in a report which states that they found ten marks of violence on the body of the deceased and declared that death was due to violence. It is said that in the report, the undertakers actually stated that certain marks on the body of the deceased were caused by kicks from a foot. It is marvellous how the Chinese undertakers by examining the body could state positively that certain marks were caused by kicks from a foot.

CROWN V. C. NORONHA.

The s.s. *Fatshan* case was tried at the British Consular Court this morning before Mr. H. H. Fox, Noronha being charged with having caused the death of a Chinese passenger. H. B. M. Consul-General, J. D. de Costa de Moraes, Portuguese Consul-General, Mr. Sit Wing Min, the Viceroy's Foreign Deputy and the Nankai Magistrate were present. The manager of Messrs. Butterfield and Swire, owners of the s.s. *Fatshan*, was also present watching the case on behalf of the firm.

Evidence for the prosecution was called:—The first witness was Tam Sheung Po who deposed as follows:—I am an insurance broker in Hongkong and was passenger of the s.s. *Fatshan* on the night of the 29th ultimo. I heard a great noise amongst the Chinese deck passengers, and went down to the lower deck to see what was the matter. I saw a man rolling about on the floor of the deck in a dying state. I did not hear the man speak. A lot of passengers were gathered around the man and there was great confusion. I tried to quiet them saying that the matter could be reported to the police on arrival in Canton. The man was then dead. I could not get near, but heard people say the man was dead. I did not see the Portuguese watchman. There was too much confusion to see clearly.

Yeong Wo Kai was the next witness called and he made the following statement:—I live in Cho Min Sai Pin Tan in *Fatshan*. I am 37 years of age. I am a rice merchant and was one of the deck passengers by the s.s. *Fatshan*. My shop name is Hang Tai. I was sitting on the floor of the deck close to the deceased watchman at that time. I saw some Chinese collecting passage money. I did not notice the Portuguese watchman at that time. They omitted to collect passage money from the deceased. Afterwards I saw a Portuguese watchman go up to the deceased and call out "Show your ticket." The deceased was then lying down covered with a red blanket. I could not see distinctly which way the deceased was lying. When the watchman cried out "Collect ticket" he kicked the deceased to wake him up and the deceased set up and rubbed his eyes. The watchman pushed deceased twice when asking for his ticket. I heard the deceased say "I have no ticket; you have not collected my passage money. How can I have a ticket?" The watchman again asked the deceased for passage money and at the same time struck deceased with his hand. Deceased cried out "Pain." Deceased then paid the watchman 60 cents from his pocket. I did not see clearly the exact amount paid, but I think it must have been 60 cents. After the watchman collected the money, he gave the deceased a hard kick with his foot and went away. When the deceased received the last kick he made an exclamation of pain. Deceased then fell back on the deck, but I am unable to say how he fell. Deceased was rolling about crying in a loud voice for some time and then became quiet. The man who sat next to me was asleep; he got up and looked at the deceased. Many other passengers also went up and looked at the deceased. I also got up and went to look at the deceased who was dead. I know he was dead because somebody pushed deceased and he did not move. I did not notice that any of the officers on board went to the deceased. Some passengers went up to call the officers. I did not see the watchman afterwards. When I went on board the *Fatshan* the deceased was already there. The affair happened at about 11.30 p.m. The deceased was an opium smoker. He was smoking a cigarette and was sitting up when I came on board the steamer. The watchman asked deceased for his ticket; a Chinese sailor asked me for mine. They were not together. The deceased was lying alongside the hatch when the tickets were collected. The distance between deceased and myself was about six feet. The Companion ladder was between me and the deceased. I did not notice who was with the watchman until he kicked the deceased.

Cheong Lan Ki was then called and said: I reside in the Yu Tai shop in Tai Shan Kai, Canton. I was a passenger on the s.s. *Fatshan* on the 29th ultimo. My age is 29. I was a deck passenger. I was lying down and was asked by somebody for my ticket. I did not see the person who asked for my ticket, but handed him my ticket. Shortly after I heard a cry "Ah Yuh" and I got up and saw a foreigner kick the deceased and walk away. I was sitting three mats away from the deceased. I saw the deceased sitting when the watchman kicked him. The deceased immediately fell down. I cannot say whether the accused is the foreigner whom I saw kicking the deceased. Deceased cried for three-quarters of an hour and died. I got up and went to the deceased, took hold of his hands and pulled them several times. As he did not move I knew he was dead. There was great confusion. I

told the people not to make a row. After a long while some Europeans came down to look at deceased.

The hearing was adjourned to 2.30 p.m. There was a large crowd of Chinese reporters, members of the Red Cross Society and Self-Government Association at the Consulate listening to the trial of the case.

The verdict is impatiently awaited by the public. Some of the local papers hint that if the case is not properly tried there will be trouble. This insinuates that they expect the defendant to be punished in any case.

THE REVOLUTIONARY OUTBREAK AT ANKING.

REVOLUTIONARIES BEHEADED AT CHANGSHA.

The revolutionary outbreak recently reported to have broken out at Anking near Nanking was speedily quelled by the promptitude of the native authorities. Two Chinese gunboats were quickly near the scene of the disturbance and from the river shelled the east fort where five hundred revolutionaries were said to be stationed. These were dispersed, with a few casualties, and order is now restored.

H. M. S. *Flora* and *Britannia* proceeded quickly to the scene and stood by to protect the lives of foreigners in the neighbourhood.

H. B. M. Consul at Kiating wired to Hanchow on the 22nd inst. "Telegraph to Anking intercepted. H. M. S. *Flora* reports that on the 19th 2,000 Chinese troops revolted and tried to seize the city. Four Chinese cruisers shelled them out of the East Fort but they still held the north of the city. The Captain of H.M.S. *Flora* is trying to get the missionaries, who are safe, sent on board his ship."

At Changsha 100 rebels, belonging to the "Small Knife" society were captured and summarily beheaded.

The Viceroy secured the assistance of the Hupah troops in the area of the military manoeuvres and three battalions of the Nanking division were also dispatched to the scene.

A Shim, Tsotai surname Chuan, had imported a large number of military uniforms into Anking, with the object of capturing the city during the Autumn Manoeuvres. The design, however, having been betrayed to the authorities, he was arrested in a lodging house, together with two accomplices. The arrested men have disclosed the names of many more conspirators.

ROMANCE OF BUSINESS.

STORY OF FORTUNE OF AN 'UNKNOWN' MILLIONAIRE.

The romance of commerce and its occasional great reward are exemplified in a striking degree in the life story of Mr. John Stefanovich Schilizzi, the "unknown" City millionaire, who died on October 13 at the age of sixty-eight, and left a fortune of £2,116,574.

Mr. Schilizzi for a time assisted his father, who had a prosperous business as general merchant at Constantinople, and then came to London to join his uncle, who traded as Schilizzi and Co., and who did a large trade in exporting Manchester goods to the East. When the uncle retired, Mr. John Schilizzi, with his brothers, Demetrius and Paul, took over the business.

houses being opened in Manchester and Calcutta. Twenty-five years ago the firm of Schilizzi Bros. was one of the best known in the City, and shortly afterwards the three brothers, having made ample fortunes, decided to retire.

Mr. Demetrius, who was a bachelor, went to live in Paris. He was generous to his fellow countrymen, and built a stately Greek church in that city. When he died some fourteen years ago he left a million sterling to his brother John, who also inherited about another million sterling on the death of his brother Paul.

Mr. John Stefanovich Schilizzi, who was married and had a son and daughter, continued to reside in England having a town house at 31, Cromwell-road and a country house at Haslemere, Surrey. After his retirement he still kept an office in the City, and up to a few days before his death came into the City every morning, but he never stayed beyond lunch-time. As he neither speculated on the Stock Exchange nor took part in the business life of the City, he was practically unknown to the present generation of City men.

Mr. Schilizzi's old-time associates in the City, who knew of the large legacies which he had received, and of his own wealth, were from being surprised at the amount of his fortune, had hoped to be the case. But Mr. Schilizzi probably alone knew of the extent of his benefactions.

Apart from minor gifts, he has left his wealth in equal shares to his wife and his two children, a son and a daughter.

THE DEFENDERS OF SHANGHAI.

A CALL TO ARMS.

With, in the majority of cases, notice of little more than an hour or two, practically the whole of the volunteer forces of the Settlement turned out one evening last week and within a very short time from the closing of the business houses the central and eastern districts were occupied by the various units. Although the orders came out so late the men turned up in large numbers, and the scheme of defence which it was intended to demonstrate was fully carried out. The main part of the evening's operations was the holding of all the bridges leading to the central district and the effective patrolling of the eastern district, and the work was accomplished in a manner highly creditable to the S.V.C. By six o'clock the Germans and Chinese had occupied all the bridges along the Yangtze river, while along the Defence Creek "A" Co. was posted. They in turn were met by the Japanese who along with the Customs Co. formed a guard along the Sochoo Creek up to the Garden Bridge. From this point the defence of the Settlement was given over to "B" Co. who occupied Hongkow, and the Americans and Portuguese who patrolled the district bounded by the Hongkow, Creek, This left the Light Horse, Mounted Infantry, Artillery, and Marine free to patrol the centre of the Settlement, and from six to seven o'clock all the principal streets from the Bund to the Defence Creek were visited. Beside the volunteers a troop of Sikh policemen turned out fully armed, and played their part in the defence scheme. During the operations the police officials and commanding officers of the volunteers paid visits of inspection in motor cars, and watched the mobilisation of the troops. About seven o'clock the order to dismiss was given, and within a very short time the streets were as impotent of the khaki clad men as they had been a couple of hours previously.—*Shanghai Mercury.*

THE HONGKONG AMATEUR
DRAMATIC CLUB.SUCCESSFUL PRODUCTION OF
"A COUNTRY GIRL."

Last night the Hongkong Amateur Dramatic Club opened a series of six performances of "A Country Girl" in the Theatre Royal under the most successful auspices. Practically, no other result could have been anticipated, as the A.D.C. have acquired the reputation of doing well whatever they take in hand, but seldom have they achieved such a complete triumph as they have done on the present occasion. We have had reason to congratulate the Club on past performances and it is pleasant to be in a position to again compliment our premier amateur combination on a production which is fully up to expectations. The community will enjoy it, and no other criterion need be considered, because, after all, the important standard of judgment is whether the public appreciate it or not. And there can be no two opinions about the present production.

Of course it will be readily admitted that a performance by amateurs possesses an attraction which professionals, however popular individuals they may be, cannot hope to enjoy. That is the personal attraction, the interest that is born of personal acquaintance and friendship, and while it produces a feeling of sympathy it is also responsible in some degree for a more acute, but not necessarily unfriendly, criticism. Undoubtedly it is this bond, this knowledge, which makes in the eyes of patrons an indifferent performance tolerable and a successful production the same of perfection. It is no doubt foolish to employ such extravagant language in describing the work of amateurs, who, however clever they may be, are themselves conscious of their limitations, but it may be said of the present production that it would be no discredit to professionals.

Doubtless it is due to its excellent reputation, but it is very apparent that the Club experiences little difficulty in filling up the vacancies which must occur in its personnel in a changing community like ours. It seems to draw the best talent in the Colony, and the present cast includes a number of new performers whom the community will delight to honour. The return of Mr. H. P. White to the stage is a matter for congratulation, but the most conspicuous acquisition is that of Mrs. H. A. Stewart, and there are others who have shown themselves very useful in the minor parts.

"A Country Girl" is a fairly ambitious undertaking, but the many difficulties which it presented vanished under the guidance of Mr. John Robertson, who was responsible for the artistic scenery and the admirable effects. A bright sparkling comedy, "A Country Girl" gave opportunities for fun which were utilised to the full. The scene where Geoffrey Chalmers is surprised by his sweetheart kissing the fascinating Nan was very cleverly portrayed, and Barry, the irrepressible, supplied a good deal of amusement. To hear him refer to Michael Angelo as Mike was very much provoking, but when he inquired if he had a cousin in Kowloon he simply brought down the house. Speaking generally, the performance was characterised with a swing and a dash that indicated how thorough was the knowledge each individual possessed of his or her part and showed the excellent understanding which obtained between the various combinations—cast, chorus and orchestra. The principals filled their roles most effectively, the minor characters supported them admirably, and the chorus sang with a verve and swing that contributed greatly to the success of the production. From the curtain's rise till its fall after midnight the piece went without a hitch, and though there was an occasional hesitation, scarcely perceptible, the performance could hardly be bettered. Some of those who took vocal parts would have been more effective had their voices been more powerful and telling, but that, of course, was not the fault of the artists. Everybody was at home in front of the footlights. Not one seemed to suffer from that weakness, common to amateurs, "Stage fright," and the ease and nonchalance of the principals gave to the whole a smoothness that was perhaps its most distinguishing feature.

The cast is as under:

Geoffrey Chalmers... Mr. Geo. P. Lammert.
Rajah of Bhong... Mr. H. P. White.
Sir Joseph Verity... Lt. Com. Dickens, R.N.
Dorcas Verity... Mr. H. Hancock.
Lord Anchester... Mr. H. V. Wilkinson.
Maj. Vio... Mr. D. P. Warbrook.
Lord Grassmore... Mr. F. C. Carroll.
Sir Charles Cortelyou... Mr. G. May.
Granter Mummery... Mr. H. S. Northcote.
Rube Fairway... Mr. A. J. Darby.
Groom... Mr. J. H. R. N.
Tytchiff... Sub-Lt. D. Maxwell, R.N.
Kajah's Attendants... Mr. F. C. Hall.
Barry... Mrs. W. G. Worcester.
Marjorie Joy... Mrs. W. Logan.
Princess Methilina of Bhong... Miss P. Seth.
Madame Sophie... Miss Ella Rowe.
Mrs. St. Quintin... Mrs. Henry Humphreys.
Lady Anchester... Mrs. W. L. Carter.
Miss Eoroy... Mrs. Evan Jones.
Lady Annot... Miss D. Shelton Hooper.
Nurse... Miss Chapman.
Princess... Miss Chapman.
Attendants... Miss Chapman.
Nan... Mrs. H. A. Stewart.
Villagers, Rustic, Farm Hands, &c., &c... Messdames Gilly, McFarlane, Capel, Tarrant, Misses Seth, Andrews, Tennant, Lambert, Hanco, Sayer, Schmidt, Miller, Messrs. Flemming, Coughtrie, Lammert, Wilson, St. Clair, Young, Nugent, Turner, Walker, Ayris, Graff, Sayer, Thomas, Hayward, H. V. Sayer.
The principal dancers were Miss Ella Rowe, Mrs. Henry Humphreys, Miss Hooper, Mrs. Gilly, and Miss Seth, while Mrs. McFarlane sang "Come to Devonshire" with a most delightful vigor and charm.

The musical director was Mr. George Grimbale, the orchestra being composed as follows: First Violins, Capt. H. M. Beasley, E.A., Mr. J. R. Hargreaves, Mr. E. Wolf, Mr. C. A. P.

Xavier, Cello.—Mr. P. A. Rosario, Bass.—Mr. W. W. Matthews, Cornets.—Mr. C. C. Elliott and Mr. Bristow, Clarinets.—Bandman Hotchkiss, The "Buffa," Trombone.—Bandman McQuade, The "Buffa," Second Violins, Mr. G. G. Catchick, Mr. J. M. S. Rosario, Mr. Sibbitt, Sergt. Ferdus, A. P. D. Viola.—Bandman Tester, The "Buffa," Flute.—Mr. J. D. Ommund, French Horns.—Corporal Miller, and Corporal Miles, The "Buffa," Bassoon.—Lance Corporal Smith, The "Buffa," Timpani.—Bandman Kennings, The "Buffa," Piano.—Mr. George Grimbale.

Without being invidious, reference may be made to the performances of several of the principals. "Nan" is the first name that suggests itself, the vivacious Devonshire girl endowed with plenty of feminine charms and thrilling with the cheer of life. Mrs. H. A. Stewart proved a comely and fascinating Nan and laughed and sang and joked to the manner born. Her interpretation left nothing to be desired; in fact it was very much admired and no more popular figure moved on the stage. Her singing of "try again Johnny" was received with great applause. The more dignified role of Marjorie Joy was entrusted to Mrs. W. Logan, a lady who enjoys the distinction of being one of the premier amateur actresses of Hongkong, a distinction gained by several clever studies. She was well suited and her impersonation was in the highest degree artistic. Her solos were exquisitely rendered, one of the most attractive being "Over the hills and far away" and the duets in which she appeared with Geoffrey Chalmers were most delightful efforts, notably the boy and girl duets. The ambitious Madame Sophie, the dressmaker who aspired to society, was cleverly represented by Miss Ella Rowe, who assumed all sorts of airs in a distinctly feminine manner. Her dainty dancing was also much admired and she came in for a fair share of the approbation of the audience. Mrs. H. Humphreys essayed the part of Mrs. St. Quintin, the aristocratic lady with electing ideas, with a distinct success, while Miss P. Seth was very effective in her characterisation of the Princess Methilina of Bhong. Miss Warren took the part of nurse very creditably, and Miss Hooper filled the pleasing part of Lady Annot. Mr. G. P. Lammert made an excellent Geoffrey Chalmers. He looked the dashing naval officer and interpreted his part with an artistic taste that appealed strongly to the audience. There was a pleasing sense of restraint manifested in all his movements. Not the least meritorious part of his performance was his singing, and alike in solos and duets he was heard to great advantage. Mr. H. P. White's commanding figure and easy dignified mien recommended him for the role of the Rajah of Bhong in which position he was humorous and dignified as required. His allusions to the Sanitary Board made his songs more appreciated, the ease with which Hongkong rhymed with Bhong being doubtless responsible for the many references to the Colony. As the irrepressible Barry, full of fun and frolic, Mr. W. G. Worcester scored a great success. Everything he said and did was humorous from selling a worthless tin mine for two thousand pounds to his political speech in support of his master's candidature, when he declared that "politics was the ruin of Parliament," or his discourse on painters or dressing as a woman and fooling the men into proposing to him. He certainly is entitled to every credit for his good work. Though Mr. Mowbray Northcote had perhaps less to do than usual on the stage he acted Granter Mummery with his accustomed success, while Lieut. Commander Dickens acquitted himself admirably as the obsequious Sir Joseph Verity. Mr. H. Hancock as Douglas Verity, the young man who was not very keen on becoming a member of Parliament, and Mr. Wilkinson as Lord Anchester gave creditable performances.

To sum up, the entire production was in the highest degree praiseworthy. The orchestration enhanced the value of the performance and the mounting proved very effective. The tableaux in the opening of the second act aroused the enthusiasm of the audience, the effects being very picturesque. The costumes were beautiful. The furnishing was entrusted to Messrs. W. Powell and Company, and the business side of the production was looked after by Mr. A. Chapman, as business manager, assisted by Mr. M. Northcote as hon. secretary and Mr. E. Ormiston as hon. treasurer.

The large audience which witnessed the opening performance last night was very appreciative and, had time permitted, a few encores would have been given, but, as it was, the promise of three hours' merriment was more than fulfilled.

PORTIA'S SUCCESS.

Mlle. Hélène Miropolsky, the handsome Portia, of the Paris Courts scored another triumph last month when she secured the acquittal of a pretty young Breton girl, named Marie Thépaup, who, in a moment of anger, had plunged a carving knife into the breast of a faithless lover named Maurice Dubouset. It was the ordinary "crime passionnel." Dubouset met the girl in Brittany, where he was discharged from the army, Marie Thépaup left her home and followed him to Paris, bringing with her £33 which she had saved up. Dubouset, when the money was gone, treated the girl with great brutality, and ultimately told her he wished to have nothing more to do with her. The jury were sympathetic. The persuasive eloquence of Mlle. Miropolsky moved them to tears, and the result was no longer in doubt. Members of the jury stopped the advocate, and said they did not wish to hear her further, as their minds were made up. For mere form's sake they retired to consider their decision. Five minutes later they were back with the verdict of not guilty, which the foreman blurted out in the intervals of drying his eyes.

Reaching from the prisoner's bench, Marie Thépaup put her arms around the neck of Mlle. Miropolsky who was sitting just beneath, and kissed her on both cheeks. The President dug his pen viciously into his blotting pad in order to conceal his emotion.

EMPEROR FRANCIS JOS EPH I.

DIAMOND JUBILEE CELEBRATIONS AT
HONGKONG.

The Austro-Hungarian community yesterday joyfully celebrated the Diamond Jubilee of the reign of H. M. Francis Joseph I, Emperor of Austria and King of Hungary. The consulate was closed for the day, the Consul and Mrs. Von Wiser holding an At Home at their residence "The Firm," Magazine Gap Road, in honour of the occasion. Despite rather inclement weather there was large attendance of the leading residents of the community to tender their felicitations including His Excellency the Governor, attended by Captain Simson, A.D.C., and Mr. Brackenbury (Private Secretary), H. E. General Broadwood, the Officer Commanding the Forces, H. E. Vice-Admiral Sir Hedworth Lambton and his A.D.C., Flag Lieutenant H. B. Mullenens, Commodore Mrs. and Miss Lyon, Bishop Pozzoni, the Consuls representing the various nations of the world, Hon. Mr. F. H. and Mrs. May, Hon. Mr. W. and Mrs. Chatham, Hon. Mr. E. A. Hewitt, Sir Francis Pigott, Capt. Blanchflower, Capt. G. C. Heathcote, Lieutenant Colonel Bayard, Commanding Officer of the Buffs, Major Percy J. Probyn of the Royal Army Medical Corps, The Officers Mess of the Royal Garrison Artillery, The Officers Mess of the Buffs, The Commanding Officers of the German cruisers and gunboats *Arcona* and *Tingloa*, with their Officers Messes, The Right Reverend Pater Augustin Plazcek, The Rev. Pastor and Mrs. Johannes Mueller, Mr. and Mrs. Harris of the Imperial Chinese Customs of Kowloon, The Austro-Hungarian Colony and many civilians.

Flags adorned the grounds of the residence and in the hall was a large portrait of His Majesty wreathed with evergreens. The Band of The Buffs discoursed an excellent programme of music which included the following numbers:—

March "Under the Double Eagle"
Overture "Tannhauser" ... Wagner.
Reinforcements ... Verdi.
Valse "Blue Danube" ... Schönn.
Polonaise ... Chopin.
Selection "Faust" ... Gounod.
Entr'acte, from 3rd Act *Lohengrin*.
March "Hoch Hebeburg" ... Kapf.

The Austro-Hungarian National Anthem brought the proceedings to a close.

The Consul subsequently conveyed the congratulations of H. E. the Governor to Vienna by telegram.

The Austro-Hungarian community later dined with Mr. Kitnam, who is president of the Austro-Hungarian Benevolent Society in the Colony.

MARINE MAGISTRATE'S COURT.

Wednesday, December 2nd.

BEFORE LIEUT. C. W. BECKWITH, R.N.
(MARINE MAGISTRATE).

A MISSING LIGHT.

Li Tak, master of a fishing junk, was summoned for failing, between sunset and sunrise, to exhibit at the foremost head of his junk a bright white light visible all round the horizon at a distance of at least a mile.

Mr. John Hastings (of Messrs. Hastings and Hastings) appeared for the defendant.

Constable Garner deposed to seeing a light on his starboard bow while proceeding from Castle Peak to Pillar Point in No. 2 police launch. He lost sight of this light for about a minute, next seeing it on his port bow. The coxswain of his launch put the helm hard a-starboard to try to clear the junk, but finding that he could not do so, went full speed astern. As the police launch had a lot of head way on, however, she could not stop in time, and struck the junk amidships on the starboard side.

Cross-examined—How far were you off when the coxswain went astern?—About the length of the launch.

Was it light when you saw the junk?—No. It was overcast and dull.

What light was the junk carrying?—One on her stern.

His Worship found that the defendant failed to carry the proper lights required by the regulations for the prevention of collisions, thereby causing a serious collision between the No. 2 police launch and his junk. But taking into consideration the fact that the defendant had suffered considerable loss by the collision, he would impose a nominal fine of \$10, in default, one month's imprisonment.

MORE SUBSCRIPTION GRIFPINS.

Twenty-three more subscription grifpins arrived from Shanghai by the s.s. *Hung Sang* yesterday, and were drawn for in the afternoon at Kennedy's Stables, Causeway Bay. The drawing resulted as follows:—Lot No. 25—White—Capt. Barker (Buffs); No. 26—White—General Broadwood; No. 27—Bay—Admiral Lambton; No. 28—Bay—A. Moir; No. 29—Chestnut—Capt. Houlton (Buffs); No. 30—Chestnut—C. E. Anton; No. 31—White—Lieut. Leeson; No. 32—Bay—J. E. M. Smith; No. 33—Dark Grey—A. C. Hynes; No. 34—Black—Major Finlay; No. 35—Gray—Hind and Hynes; No. 36—Roan—Macdonald and Howarth; No. 37—Iron Gray—P. W. Goldring; No. 38—Gray—Lieut. Stodd; No. 39—White—G. Friesland; No. 40—Bay—H. P. White; No. 41—Chestnut—W. J. Gresson; No. 42—Gray—F. B. Deacon; No. 43—White—J. H. Lewis; No. 44—Iron Gray—Wing Mess; No. 45—Gray—H. N. Mody; No. 46—Bay—J. Wheeler; No. 47—Gray—H. Humphreys.

An astonishing domestic record was disclosed last night at Yuen-mei, when a woman, who failed to appear to summons for not sending a child regularly to school, was stated to have been just confined of her sixteenth child, and there were ten children at home under eleven years of age. The father was a labourer earning 15s. per week. The magistrate imposed a fine of 2s. 6d.

THE "LEMCO" AND "OXO"
FACTORIES AND CATTLE FARMS.

BY THE "LANCET" COMMISSIONERS.

The *Lancet* of the 24th October contains a long and interesting article upon the manufacture of Lemco, Oxo and Nursing Oxo, and the huge cattle-rearing industry connected therewith.

As is generally known, articles in the *Lancet* are written for the benefit of the medical profession and nurses, but this particular subject is of such interest, and the descriptive part has been handled so realistically, that the article in question is of real interest to the general public.

After dwelling upon the origin of Lemco, the researches of the celebrated Baron Justus von Liebig, and the formation in 1865 of the Liebig Company—the originators of the manufacture of concentrated food—the Commissioner goes on to say—"It is difficult to convey an adequate sense of the magnitude of the cattle farm situated upon the Argentine, in Uruguay and Paraguay. Even a rapid round of all the estates, without spending more than a day and a night at each, would occupy the best part of three months, and the traveller would encounter over the thousands of miles covered, a vast ocean of grass, ever being replenished by a congenial climate, studded by innumerable herds of cattle, each perhaps comprising from 2,000 to 4,000 head, and after some days he would begin to long for a change in the scene, for he would probably get satiated with the sight of so many cattle, albeit they are splendid beasts, whose sires are English pedigree bred. He would appreciate the curiously exhilarating and pure air; the sense of real fatigue comes but rarely in spite of hard travelling. He would admire the marvellously healthy-looking condition and cleanly and picturesque appearance of the cattle, due to careful breeding and selection of stock, and, above all, to the fact that every moment of their life day and night is spent in the open air. The whole camp, in short, one stupendous example of the open-air life. It not only supplies abundance of good pasture and water, but it provides a continual supply of fresh vitalised air which effectively guards the cattle from those diseases to which they are prone."

When the total acreage of the Lemco and Oxo farms is taken into account, coupled with the enormous herd feeding thereon, some conception of the grass-yielding value of the pasturage is gained. Apart from sheep, the stock of cattle at the present time is about 250,000 which are distributed over 1,250,000 acres of grass. On this estimate the allotment to each animal is about five acres of pasturage. The average daily amount of grass consumed by one animal is 88 pounds; a herd of 250,000 would therefore consume per annum of twenty-five pounds of grass or approximately 100,000 tons. The yearly consumption of grass would thus mean not far short of 4,000,000 tons. These quantities are prodigious, and they illustrate the increase which the land brings forth. Similarly, the annual amount of water consumed, based on the fact of one animal requiring 30 litres per day, would amount to 7,500,000 gallons per annum for the herd. These figures will convey some idea of the scale on which cattle farming is done in the Argentine and neighbouring States, but after all the refer to the stock of one Company, which is the largest stock held, as it is the finest bred, by an individual concern. Altogether the cattle population of the Argentine is nearly 26,000,000 and in the Uruguay over 6,000,000 head.

MAGNIFICENT WATER SUPPLY.
The Commissioner describes the processes of manufacture, and makes a special point of the scientific supervision which is exercised over every detail; even the temperature at which Lemco and Oxo are prepared varies from day to day, with the age of the cattle, the season of the year, and the kind of pasture upon which they are reared.

It is a most convincing and the magnificent water supply described, diagrams being given comparing the volume of water of Uruguay with that in the Thames.

16,000 MILE JOURNEY.

The article contains a number of analyses, which will be exceedingly interesting to the medical profession, and is illustrated with a number of photos of the country. Altogether the *Lancet* Commissioner gives a very interesting account of his 16,000 mile journey, and the article, which covers twelve pages in the *Lancet* is of real educational value, and gives a clear idea of the dietetic properties of Lemco, Oxo and Nursing Oxo. The illustrations given just suffice one to realise that its greatness can really only be understood by those who have been fortunate enough to see the factories and farms for themselves.

THE POPE'S JUBILEE AT MANILA.

One of the most gorgeous celebrations held in Manila in modern times was held on Sunday last, the Manila *Catholics* says, in connection with the jubilee of Pope Pius X. Not only were churches gayly decorated but many private houses and all church institutions put on a gala appearance in honour of the day. The celebration was naturally the centre of the Bands of music paraded the streets of the Walled City. The solemn celebration was held at ten o'clock, Mr. Agius, the apostolic delegate, being the celebrant. The spacious cathedral was crammed from end to end. The high altar was beautifully decorated with flowers and brightly illuminated, and the body of the church was a mass of electric light shed from thousands of incandescents strung throughout the arches of the aisle.

Among the persons of high rank present were the Governor-General and Mrs. James F. Smith and the Spanish Consul-General. Representatives of the university of Santo Tomas and of the several religious orders were also present.

The choir of 200 voices under the direction of Sr. Mallovert interpreted the beautiful mass of Villaseca, holding the congregation in ecstasy. The cathedral choir is noted for its excellent interpretation of the works of the great masters in music but on this occasion it excelled itself.

At the close of the solemn ceremonies Archbishop Harty explained to the congregation in a few chosen words, the meaning of the celebration. The ceremonies closed with the chanting of the "Te Deum."

At six o'clock in the evening the Archbishop held a reception at his palace on Calle Arzobispo. This reception was well attended, Manila's best being in attendance, and foreign society being in attendance, and people from all walks in life were present, civil and ecclesiastical, military, naval and commercial.

During the day special services were held in several churches in particular in those of S. Bede under the direction of the Benedictine fathers, San Agustin, Santo Domingo and the churches of the religious orders.

SHIPPING NEWS.

The I.G.M. str. *Princess Alice* which left here on Wednesday the 4th ult. at noon, arrived at Genoa, on the 1st inst. at 7.

The object of combining low-pressure steam turbines with reciprocating engines is, of course, to effect greater economy in the use of steam and to reduce the consumption of fuel. Meanwhile, it is interesting to note that, prior to this new development, the total tonnage of turbine steamers classed with Lloyd's Register amounts to 165,922 tons, according to the latest report, or twice the figures for the previous year. One of the most noteworthy instances of resort to the turbine principle is afforded by the *Tsuru Maru*, of 13,454 gross tons, built at the Mitsui Bishi Dockyard, Nagasaki, for the Toyo Kisen Kaisha. This vessel, fitted to burn liquid fuel, is not only the largest yet constructed in Japan, but is the first so built in which turbine machinery has been installed. Two sister turbine vessels are also in course of construction in the same yard, and are likewise intended for classification by Lloyd's Register. Thus, apart from the *Lusitania*, *Mauretania*, and *Carnegie*, Japan will be able to possess of the three largest merchant turbine steamers in the world.

Among other interesting points brought out in the annual report of Lloyd's Register is the steady development in the production of steamers designed to carry oil in bulk. At the present time, it is stated, there are no fewer than twenty-seven oil-carrying vessels, with a total of 123,473 tons, under construction with a view to classification by the society. Another steadily developing business is the output of steamers fitted with refrigerating installation. The vessels engaged in this trade are stated to have at the present time a total cargo capacity of over 12,000,000 carcasses of mutton, an export of over 2,000,000 carcasses compared with the figures of two years ago. Note is also taken of the steady increase in the number of yachts and other craft which are fitted with oil or petrol engines. About 650 find a place in the current edition of the British Yacht Register, while the registry of American yachts gives nearly 1,400. France, remarks a London contemporary,

looks like embarking upon an experiment in State shipowning which will be watched with considerable attention. A bill has been brought into the Chamber of Deputies by the Government which practically provides that the Government shall enter into partnership with the Messageries Maritimes, the largest of the French steamship companies. The proposal is that in respect of the company's regular lines to the Far East, Madagascar, Australia, and the South Atlantic, the State shall grant a subvention for a period of twenty-five years, which subvention instead of being fixed, will depend largely upon the results obtained, and will be so arranged as to correspond from time to time with the actual needs of the case. The State is also to guarantee the debentures which the company will be authorised to issue for the construction of new steamers for the subventioned group of lines. In return, the State is to participate in the profits of all the company's lines under certain conditions, and after payment of a dividend to the shareholders.

It seems a venturesome sort of enterprise, yet the relations between the French Government and the Messageries Maritimes have always been close, and the present subvention approaches £500,000 a year. It is claimed, too, that the Government will gain the advantage, not only of the creation of a monthly service between Marseilles and the Philippines, but of a considerable increase of speed on all the principal lines as the new steamers are gradually built. Indeed, it is asserted that the arrangement is such that the State will effect an immediate saving of about £400,000 a year to say nothing of any possible share of profits. It is alleged that some of the past difficulties of the company have been attributable to its close association with Government officials. We shall see, at all events, whether the State, as a partner in shipping enterprise, is prepared to allow the management sufficient elasticity of action.

THE WHITE CITY CLOSED.

The Franco-British Exhibition ended its crowded life on October 21.

The great "Entente Fair," as it has been called, had run exactly five and a half months. It was opened by the Prince and Princess of Wales in a deluge of rain on Thursday, May 14, and it was stated officially that 140,000 people paid for admission on that day.

The daily attendance, however, grew rapidly, no fewer than 255,000 visitors passing through the turnstiles on the following Tuesday, making a total of 1,000,000 for the first five days.

It is now estimated that the total attendance has reached the enormous aggregate of more than 26,000,000.

The greatest number of visitors on any one day was on Saturday, May 23, when 300,000 people passed the barriers. It is believed that this is a record for any exhibition except the Chicago Exhibition of 1893, which had 716,881 visitors on one day.

The scenic railway easily leads the side shows in attendance records. Two million eight hundred thousand people have experienced its thrilling thrills, while the calmer joys of the dip-flap have attracted visitors to the number of 1,110,800.

Here are some interesting figures of the number of visitors to others of the side shows:—
The Canadian toboggan... 807,000
The spiral railway... 653,617
Old London... 500,000
Johnstown flood... 715,132
Pharaoh's daughter... 349,268

One million, five hundred and eighty thousand seven hundred and two people have cruised about the waterways of the exhibition in the different boats, and the Irish village, with its colleens, has attracted nearly two million more.

The catering for these gigantic crowds has naturally been one of the chief problems to be faced by the authorities. The greater part of the arrangements has been carried out by Messrs. Lyons and Co.

It is estimated that the wages bill of the exhibition staff for the whole period will work out at more than £800,000. Here are a few further interesting figures:—

Total bill for illumination... £38,500
Electric wires... 125 miles.
Exhibitors... 12,000
Value of exhibits minus art sections £12,000,000

The exhibition opened at the usual time on October 21 and the ordinary side-shows were open to the public. In the evening there was a grand fireworks display in the Stadium, followed by a massed band concert, conducted by Dr. Williams, the band-master of the Grenadiers.

The hands concluded their programme with "Auld Lang Syne," after which the entente cordiale set-pieces were exhibited, including portraits of King Edward and President Fallières.

The Franco-British Exhibition of 1908 has now become only a pleasant memory.

GIRL A MARTYR TO
TERRIBLE ECZEMA.

Began with Teething and Lasted Twelve Years—Tried Every Imaginable Treatment to No Avail—Head and Body a Mass of Sores—Almost Mad with the Torture—

CURED IN THREE WEEKS
BY ONE SET OF CUTICURA.

"My daughter, now thirteen years of age, had been a martyr to eczema of her body and head ever since cutting her teeth. She had a doctor on and on for the first five years and have been trying different chemists from time to time, using many ointments, but to no effect. We tried everything imaginable and only kept hoping that she would grow out. At last, after suffering for twelve years, her body and head were a mass of sores and the worst almost mad with it. Then I sent for a set of Cuticura Soap, Cuticura Ointment, and Cuticura Resolvent Pills. After ten days' use of the Cuticura Remedies, as in so rapid a time, she was better. In three weeks there was not a vestige of eczema left. She only took one trial of the Cuticura Pills and we have some of the *Scalp* and *Chlorine* still. Mrs. C. Brasier, High St., Godstone, Surrey, Aug. 8 and 12, 1907."

Send to nearest dealer for free Cuticura Book on Treatment of Skin Diseases.

AWFUL ITCHING

Torturing, Disfiguring Humours Instantly Relieved by Cuticura.

Even a single gentle application of Cuticura, the great Skin Cure, preceded by a warm bath with Cuticura Soap and followed, when necessary, by mild doses of Cuticura Resolvent Pills, affords instant relief, permits rest and sleep, and points to a speedy cure of the agonizing itching and burning of the skin, as in eczema, the frightful scaling and cracking of the face, loss of hair and crusts of scalp, as in scalded head, and the awful suffering of infants and children, as in tetter, or salt rheum.

Cuticura Remedies are sold throughout the world. Special London Agents: Messrs. J. & A. Ross, 27, Abchurch Lane, E.C. 4. Sole U.S. Agents: Dr. J. C. Watson & Co., 23, N. 4th St., Philadelphia, Pa. Sole British Agents: Messrs. J. & A. Ross, 27, Abchurch Lane, E.C. 4.

VENEZUELAN PIRACY.

The seizure of a British vessel by the Venezuelan Government, and the imprisonment of her passengers and crew, reported from New York, is a fresh outrage perpetrated by President Castro. In 1901-2 a long series of such acts, directed against British, Italian, and German subjects, led to a joint blockade of the Venezuelan coast by warships of the three Powers. In June of the present year a Venezuelan coastguard ship stopped two Dutch sloops on the high seas, firing the cannon over their bows. It compelled them to proceed to a Venezuelan port, where they were detained two days, and all the letters on board seized.

In consequence of this outrage Holland is taking naval action against Venezuela. Four Dutch islands off the coast of Venezuela have been obtained from President Castro. He has expelled the Dutch Minister and defied Holland. The situation has been complicated by reports that he is dying.

The natural course for the British Government in the face of this new attack on the British flag will be to forward an ultimatum demanding full satisfaction, and to dispatch a squadron to Venezuelan waters to secure the immediate release of the ship and all on board her.

A telegram from St. Vincent (Windward Islands) announces that the schooner *Lady Kensington*, bound for Trinidad, has been seized while beset by Venezuelan officers and her passengers and crew put in prison.

On being informed of the seizure the Governor of Trinidad requested Sir Vincent Corbett, the British Minister at Caracas, to investigate the affair. It is surmised that in seizing the schooner the Venezuelan authorities were acting in virtue of the decree recently issued by President Castro, which practically prohibits trade between Trinidad and Venezuelan ports.—*Reuter*.

THE TWO SPINNING & WEAVING
CO., LTD.

The report for presentation at the thirteenth ordinary meeting of shareholders to be held at the office of the General Managers, Shanghai on Tuesday, 15th December, 1908, at 11 a.m. is as follows:—

The General Managers submit a statement of accounts to 31st October, 1908, showing the result of twelve months' working to date. The balance of profit of profit and loss in Tls. 110,109.42, which it is proposed to deal with as follows:—

To pay a dividend of Tls. 5.00 per share on 15,000 shares... 75,000.00
To place to repairs and renewals account... 25,000.00
To write off furniture account... 1,289.09
To carry forward to new account... 8,820.39

Tls. 110,109.42

During the year the sum of Tls. 15,574.53 has been expended on special repairs and renewals out of the amount of Tls. 45,539.90 set aside for that purpose in 1905.

On his departure for Europe, Mr. E. E. Clark resigned his seat on the Committee and Mr. F. P. Lavers was invited to fill the vacancy.

In accordance with Article XXVII, the Members of the Consulting Committee retire, but all are eligible and offer themselves for re-election.

AUDITOR.

Mr. G. R. Wingrove has audited the Company's Accounts and his re-election requires the confirmation of the shareholders.

JARDINE, MATHESON & CO., LTD., General Managers, Shanghai, 20th November, 1908.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Chamoise will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.
Hongkong, 13th August 1908. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

I. Authorized Capital..... £3,000,000
Subscribed Capital..... 2,750,000
Paid-up Capital..... 687,500 0 0
II. Fire Funds..... 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. 1019

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates.

CRUZ, BASTO & Co.
Hongkong, 11th November, 1908. 1548.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 5th September, 1908. 114

NATIONAL GENERAL INSURANCE COMPANY, LTD., OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.
Hongkong, 14th November, 1908. 1566



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK NO. 3.
Extreme Length..... 722 feet.
Length on Blocks..... 714 "
Width of Entrance on Top..... 96 "
Width of Entrance on Bottom..... 88 "
Water on Blocks at Spring Tide..... 34 "

DOCK NO. 1.
Extreme Length..... 523 feet.
Length on Blocks..... 515 "
Width of Entrance on Top..... 88 "
Width of Entrance on Bottom..... 77 "
Water on Blocks at Spring Tide..... 64 "

DOCK NO. 2.
Extreme Length..... 371 feet.
Length on Blocks..... 350 "
Width of Entrance on Top..... 66 "
Width of Entrance on Bottom..... 53 "
Water on Blocks at Spring Tide..... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000.
THE WORKS are well equipped with
LATEST PLANTS and APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK OF MATERIALS is
always kept on hand.

The COMPANY has the powerful steamer
"CURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready.
Short Notice. [908]

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LORDS, AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1838

SCOTCH WHISKY.

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HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

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Advertising medium among the
Native Community.

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Circulates largely throughout Southern China
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or Colloquial Chinese.

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PREMIERES, CHALLENGES, TRIUMPHS, ROSES, GIMMELS, G.W.P. = G.W.P. = G.W.P.

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Before going out
drink a cup of

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HOUTEN'S

COCOA

It
Warms, Comforts
and Cheers.

**BEST & GOES
FARTHEST.**

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MARTIN'S
APIOL & STEEL
PILES PILLS

A French Remedy for all Irritations, Hemorrhoids, Piles, etc.

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MATICO
GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges, The Caput, Vulva, Cervix, etc.

MATICO INJECTION is used in recent MATICO CAPSULES in the most chronic cases

CURE FOR ASTHMA
GRIMAULT'S
INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY in EXPIRATION.

GRIMAULT'S Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT & CO. PARIS
Sold by all Chemists.

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ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1908. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 23rd July, 1908.

THE KAISER AND THE TRIPLE ENTENTE.

A CRITICISM FROM FRANCE.

The Times Paris correspondent transmitted the following statement upon the conversation with the German Emperor, published in the Daily Telegraph. It contains, says the correspondent, from one who has not only had constant opportunities of familiarizing himself with the attitude of the German Emperor and his Government towards Great Britain, France, and Russia during the past 12 or 13 years, but who himself played a part in some of the more important events with which he deals. He says—

"I cannot comprehend why the present moment should have been selected for revising the form of German Imperial declarations. The history of events with regard to the nature of which it will apparently be for ever impossible that his Majesty the German Emperor and those who are or have been engaged in conducting the foreign policy of Great Britain, France, and Russia should see eye to eye. The necessity of the hour is surely European unity and to raise at such a moment against two Powers, France and Russia, which are in relations of close friendship with England, the charge that in the hour of trial in 1899 and 1900 they invited Germany to join them in an attempt 'not only to save the Boer Republics, but to humiliate England to the dust, can only mean an attack upon the present triple entente, and an attempt to break it up by methods which any responsible adviser of any Sovereign could hardly fail to consider imprudent and, to say the least, ill-advised."

"It is certain that these assertions will not remain without some sort of a reply, and the exchange of assertions and counter-assertions cannot tend to clear the atmosphere of international relations at a moment like the present. His Majesty, no doubt, makes a reply difficult when he charges those who doubt the accuracy of his assertions with 'insulting' him. But if he descends into the arena of public and international controversy—into the journalistic arena to boot—how can he hope to avoid counter-assertion and even contradiction? In Germany itself Royal personages do not take part in the discussion."

GERMANY AND THE SOUTH AFRICAN WAR.
"As regards German dealings with Russia and France during and before the South African war, what I now state belongs to the realm of irrefragable fact. On January 1, 1896, the day before the Kruger telegram, Baron Marschall von Bieberstein, then German Foreign Secretary, paid a visit to M. Herbet, then French Ambassador in Berlin. He came presumably with the Imperial Minister's approval to ask M. Herbet if France would join Germany in European diplomatic action with a view to securing the independence and integrity of the Boer States. M. Herbet, in reply, pointed out that France had no particular interest in South African questions and that, first of all, he would like to know whether as a *quid pro quo* Germany was prepared to give France her support in the Egyptian question which at that time closely interested the French Government."

Baron Marschall replied in a negative sense, whereupon M. Herbet stated that, even before consulting his Government, he felt sure that France could not interest herself in Germany's projects with regard to South Africa."

"The next time that the Transvaal question came up in an international sense was after the South African war had broken out. It was in November 1899. The late Count Muraviev, then Russian Foreign Minister, was in Paris in that month. He saw M. Delcasse then French Foreign Minister, and in the course of conversation suggested to him that the situation seemed suitable for representation to Great Britain in the interest of the restoration of peace. France, it will be remembered, had intervened amicably in the course of the summer in order to pave the way for the conclusion of peace between the United States of America and Spain. The reply of the French Government to Count Muraviev on this occasion was that the only action which France could contemplate would be suitable representations and similar to those which had been successfully made in the case of the recent Hispano-American conflict. She would have nothing to do with any further action of any kind."

"Again in March, 1900, Count Muraviev made representations to M. Delcasse and they were received in precisely the same spirit as before. On his way back to Russia, Count Muraviev visited Potsdam, where he had an opportunity of conferring with the Emperor William and Prince Bismarck. He pointed out that the moment was now quite suitable for making representations to England since the tide of war had turned somewhat in her favour and British national feeling would consequently no longer be so sensitive. The German reply was—and this is most important and significant—that the contemplated action might not be the affair of a day, it might be prolonged. Germany would therefore like as a preliminary—it was doubtless meant if not said as a guarantee against all eventualities—that the three Powers, Germany, Russia, and France, should begin by reciprocally pledging themselves to maintain the *status quo* in Europe."

"France at once felt that this proposal meant that she should expressly ratify and consecrate afresh the Treaty of Frankfurt and she also intently declined to be a party to the German proposal. The negotiations thus dropped."

"These are, doubtless, the incidents to which the Emperor William refers when he states that he informed England of what had been proposed. I pass over the manner in which the information was conveyed, although that, too, was characteristic enough. What strikes me most, and what, indeed, I cannot comprehend, is that the Emperor, who, doubtless, still attaches some importance to good and normal relations with Russia and with France, should publicly declare that he informed the British Government of these negotiations in which he had himself been taking part by proposing a preliminary guarantee of the European *status quo*."

"His Majesty's language seems to vary in the most striking manner, according to the nationality of the person whom he happens to be honouring by addressing him. His conversation on board an American yacht in the Baltic on one memorable occasion did not convey the impression of particular friendliness to England. To more than one French Ambassador—particularly to the Marquis de Noailles—he has repeatedly and insistently spoken of the 'English peril,' and on one occasion when Mme. Rejane was acting in Berlin he had this Ambassador in the Royal box and discoursed to him of nothing else. I have heard similar things from Bismarck, and I know that he has often spoken to Englishmen of Russia in terms which would not have been regarded in St. Petersburg as precisely flattering."

"In regard to the circumstances attending the recent despatch of the German Consul, Dr. Vassel, back to his post at Fez, it is manifest that his Majesty has been misinformed. Since the foreign Consul quitted Fez there has not been a 'French Consul representative at Fez; there is not one there even now. There

was a native attached to the Consulate named Dr. Mediat who was left in charge of the archives. He became ill and returned to Tangier, and another native named Ben Ghazal, who had to take his place. That is the only kind of 'French Consul representative' who is or recently has been, at Fez. Moreover, the whole *mise en scene* of Dr. Vassel's departure for Fez, and especially the secrecy with which it was surrounded, bear out the idea that at last the German local representatives considered that they were carrying out a singularly well-planned coup."

"Time fails me to go into all the other matters which are touched upon by the German Imperial statement. The question of the German navy is a chapter with regard to which the British naval authorities and the British Government have shown that they know their own mind, and neither the unfortunate episode of the Imperial letter addressed to Lord Tweedmouth nor any other official, unofficial, or semi-official German representations on that subject have sufficed to make them alter it. It is singular that the question of the German navy should be discussed in the same conversation which revises the history of the German attitude towards the British South African question. At the time of the Boer war nothing was more common than patriotic meetings in the provinces in Germany under the auspices of the Navy League, the Pan-German League, or I know not what other organizations, where, before the sandwiches and beer, there was a lecture on the Boer war with magic lantern pictures, and afterwards a lecture on the German navy, also with a magic lantern, and with invective comparisons between the weakness of the German and the strength of the British naval forces. At the time when the German Emperor delivered the speech in which he declared, 'We are in bitter need of a strong fleet,' England was certainly not the 'peril' which to the Marquis de Noailles he had represented her as being; she was engaged in a life-and-death struggle in South Africa."

"Englishmen can forgive, and they certainly can forget, a great deal. I am convinced that always, and especially now, they desire good and normal relations with Germany. But they have a way, which is by no means peculiar to them, of preferring to choose their private and political friends—especially their more intimate friends themselves. It is also their way, and this is perhaps more characteristic of them, to prefer friends who are not always engaged in recommending or defending themselves or accusing others. In this and in many other and graver respects the Imperial declaration in its various quarters be regarded as neither altogether opportune nor altogether calculated to achieve its professed or its implied objects."

FIFTY YEARS' RULE BY ENGLISHMEN IN INDIA.

A native paper, the *Best Gofar* comments as follows:—India with its multitude and diversity of people, representing one-fifth of the total human population has quietly succumbed to the rule of a numerically insignificant nation of aliens without the remotest desire to subvert its supremacy but with an ever-growing consciousness and an unlighted faith that the happiness and well-being of the myriads of her populace are so welded with British interests that the overthrow of British supremacy would be an irretrievable national calamity. Those fifty short years of rule under Pax Britannica have worked miracles in this land of wonders, peaceful progress and material bliss constituting the salient features of the administration of the last half century of that rule. Ever a prey to recurring and perpetual strife and to constant struggle for kingly supremacy between chiefs of war-like races, the peace of the country was ever disturbed and affairs of the nation suffered from lack of continuity of a firmly established rule, which is essential for general progress. "No secret of Empire can avert the scourge of drought and plague," says the King in his message. It would be no idle speculation to reflect how India would have fared in pre-British periods if destiny took her through times such as she has passed through in unbroken continuities of the last decade. If plague has not wrought worse havoc than it has done it is owing on the one hand to the ever watchful and unrelenting efforts of the administrative machinery, and combined co-ordinate plan, on the other, working to harmonious union through the different units of the Empire. It is not hard to form with the mind's eye a hypothetical picture depicting India's fate if plague had overtaken the country under indigenous rule, say, of a couple of centuries ago. Cooperative and concurrent action in different parts of the country would have had no part in the campaign against plague, while the Empire was broken up into hostile territories, and the rulers themselves as they flew at each others' throats would have a more engrossing task to engage their time and resources in consolidating their position against the aggression of rapacious neighbours than organising a campaign for combating the plague. Aetiological study of the disease which has suggested to us the means whereby to resist it, would have been out of the question as scientific knowledge on Western principles would have been an unknown quantity, and the only resistance to plague would have been confined to empirical knowledge and strong individual action in the people. Famine and drought are national disasters which as the message states experienced administrators have done all that skill and devotion are capable of doing to instigate. Safety against foreign invasion and internal peace are the principal agencies that have operated under the British rule to the benefit of commerce and led to the investment of wealth in industrial and other useful channels. The introduction of railway and telegraphic communication, and an efficient postal service have contributed to the expansion of trade and brought remote quarters of the country into close contiguity. Spread of education has kindled new thoughts and new aspirations, and liberal and conscientious efforts have been made to satisfy the conditions they have raised. In the place of a personal and despotic form of government, the only method of administration known to India of pre-British periods, the country is placed in charge of an orderly and constitutional Government. Representative institutions are introduced, and in their sagacity and far-sighted wisdom liberal statesmen have conferred local autonomous government upon India paving the way to higher aspirations, the political satisfaction whereof, as the King declares, "will strengthen not impair existing authority and power."

"The proclamation concedes no specific rights or privileges, but alludes in passing" to Lord Morley's scheme of reform: "the only specific would have been the promise of an increased pay to the army, and a general amnesty to prisoners. The stability of the British rule in India depends in a certain measure on the loyalty of the army and the strength of military resources; and while the army is impregnated with a substantial appreciation of its fidelity, the peoples whose loyalty forms the bed-rock of the permanence of British rule in India, are promised substantial privileges which Lord Morley will shortly reviv in Parliament."

"COME DOWN TO DEVONSHIRE."

THREE HOURS OF MERRIMENT.

YOU DO MAKE US LAUGH!

THE HONGKONG A. D. C.

DECEMBER 3, 4, 5, 7, 8.
AT 9 P.M.

Plan at ROBINSON PIANO CO.
Open 25th November, at 10 A.M.

Hongkong, 24th November, 1908. 1575

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £200,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.

BERNARD, CLYNE & Co., Bankers, 2, Rue de la Bourse, PARIS (France).

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN THAT PEEK, FREAN & CO., LIMITED, of 158, Drummond Road, Barmouth, London, England, Manufacturers, have on the 19th day of September, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:



In the name of PEEK, FREAN & CO., LIMITED, who claim to be the Proprietors thereof. The TRADE MARK has been used by the Applicants in respect of Substances used as food or as ingredients in food, in Class 42.

Dated the 3rd day of October, 1908.

PEEK, FREAN & CO., LIMITED,
by
ARTHUR HALL-PENNE, Secretary.

1598

THE MITSUI BUSSAN KAISHA

SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

1553

NOTICES TO CONSIGNEES
NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.
Hongkong, 1st December, 1908. 1635

ON SALE.

THE FIFTY YEARS ANGLICAN CALENDAR
日曆英中十年十五
FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 60TH YEAR OF THE 78TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.
PRICE 42 CASH
On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. E. F. Martin, R.N.R.	About 4th Dec.	Freight and Passage.
SHANGHAI	Capt. B. W. H. Snow	About 10th Dec.	Freight and Passage.
LONDON via USUAL PORTS: DEVAHNA	Capt. W. Hayward, R.N.R.	Noon, 12th Dec.	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"CHENAN"	On 5th Dec., 4 P.M.
CHIU and LIAO	"HUICHOW"	On 7th Dec., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, GAINES, COWNS, VILLES, BRISBANE, YDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 18th Dec., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
Hongkong, 2nd December, 1908.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 3rd Dec., at 8 A.M.
TAKAO (DIRECT)	"SHINCHIKU MARU" Capt. R. YAMAMOTO	SATURDAY, 5th Dec., at D'light.
TAMUI via SWATOW & AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 6th Dec., at 10 A.M.
ANPING via SWATOW & AMOY	"SHOSHU MARU" Capt. IZUMI	WED'DAY, 9th Dec., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd December, 1908.

T. ARIMA, Manager.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN" Capt. Evans	SWATOW	WED'DAY, 2nd Dec., at 11 A.M.
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY & FOCHOW	FRIDAY, 4th Dec., at Noon.
"HAIYAN" Capt. J. S. Bouch	SWATOW, AMOY & FOCHOW	TUESDAY, 8th Dec., at 11 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd December, 1908.

1579

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HANDAKAN	"MAUSANG"	Thursday, 3rd Dec., Noon.
MANILA	"LOONGSANG"	Friday, 4th Dec., 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 5th Dec., Noon.
SINGAPORE & BANGALAY	"ONSANG"	Saturday, 5th Dec., Noon.
SHANGHAI, TIENTSIN, WEIHAI-WEI & CHEFOO	"CHIPSING"	Wed'day, 9th Dec., Noon.
MANILA	"YUENSANG"	Friday, 11th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wed'day, 16th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 21st Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang

† Taking Cargo on through Bills of Lading to Kaitai, Lushan, Datu, Simporia, Tawao, Jaukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1908.

16

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight. Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

Hongkong, 24th November, 1908.

NIPPON YUSEN KAISHA.

[1599]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"HAKATA MARU" Capt. T. Murai	WED'DAY, 9th Dec., at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	"WAKASA MARU" Capt. N. Nielson	WED'DAY, 23rd Dec., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI	"KAGA MARU" Capt. G. S. Laprak	TUESDAY, 8th Dec., at 4 P.M.
MOJI, KOBE, YOKOHAMA, and YOKOHAMA	"TOSA MARU" Capt. J. Nagao	TUESDAY, 22nd Dec., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, and BRISBANE	"NIKKO MARU" Capt. A. E. Moses	THURSDAY, 24th Dec., at Noon
YOKOHAMA, KOBE, MOJI, KAMO MARU and NAGASAKI	"KUMANO MARU" Capt. N. Mathieson	FRIDAY, 2nd Jan., at Noon
SHANGHAI and KOBE	"TOTOMI MARU" Capt. M. Winkler	SATURDAY, 5th Dec., at Daylight
KOBE and YOKOHAMA	"KAWACHI MARU" Capt. H. Petersen	WED'DAY, 9th Dec., at Noon
BOMBAY via SINGAPORE, COLOMBO	"YEBOSHI MARU" Capt. B. Kon	SATURDAY, 12th Dec., at Daylight
NAGASAKI, KOBE and YOKOHAMA	"KUMANO MARU" Capt. N. Mathieson	THURSDAY, 17th Dec., at Noon
		WED'DAY, 23rd Dec., at Noon

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Cargo only.
§ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong 3rd December, 1908.

T. KUSUMOTO,
MANAGER.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	About 6th December.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	End of December.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09

For Further Particulars apply to

Hongkong, 28th November, 1908.

MELCHERS & CO.,
AGENTS.

6

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE:	For MARSEILLES, HAVRE & HAMBURG:
S.S. ISTRIA ... 5th Dec.	S.S. SITHONIA ... 7th Dec.
S.S. BARCELONA ... 17th Dec.	
S.S. ANDALUSIA ... 3rd Jan. 09	For HAVRE, BREMEN & HAMBURG:
S.S. SLAVONIA ... 17th Jan. 09	S.S. SEGOWIA ... 9th Dec.
S.S. SAXONIA ... 27th Jan. 09	
S.S. SPEZIA ... 8th Febr. 09	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—

Hongkong, 30th November, 1908.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

12

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th Dec., Noon.
RUBI	2540	R. W. Almond	Manila	On 12th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 30th November, 1908.

14

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. G. Rott.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. Meyer.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. v. Binzer.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,
GENERAL AGENTS.

Hongkong, 1st December, 1908.

[1624]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong, 24th November, 1908.

[1600]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer
"Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai
every Friday, in connection with the South Manchurian Express and Trans-Siberian
Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchengtzu
(in connection with Siberian Express trains at Harbin) by a train composed of
excellently equipped Sleeping and first class Cars expressly built for the Company
by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashichihiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Sachiatun Junction.
ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Hsien connecting
with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU),
all managed by the Company and provided with every convenience, luxury, and
comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

[1303]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
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HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

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Do. Do. Small Edition 6.00		HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
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		MAIL TABLES for 1908 ... 0.50 & 0.2

POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Dainy and Siberia.
 11th December... at 11.00 a.m.
 17th December... at 8.30 a.m.
 25th December... at 10.00 a.m.

The *Buelow*, with the German mail of the 4th ult., left Singapore on Saturday, the 29th inst., at noon, and may be expected here to-day.

The *Prinz Simon*, with the French mail of the 6th November, left Singapore on Monday, the 30th Nov., at 5 p.m., and may be expected here on or about Monday, the 7th inst. This packet brings replies to letters despatched from Hongkong on the 3rd October.

FOR	YACHT	DATE
Hankow	Thursday, 3rd, 9.00 A.M.	
Singapore, Colombo and Bombay	Thursday, 3rd, 11.00 A.M.	
S. dakon	Thursday, 3rd, 11.00 A.M.	
Kuching, Kobe, Yokohama, Seattle, Vancouver, Tacoma and Victoria	Thursday, 3rd, 1.15 P.M.	
Manila, Yag. Friedrich Wilhelmshafen, Singapore, Sydney and Melbourne	Thursday, 3rd, 2.00 P.M.	
Wang Gung	Thursday, 3rd, 4.00 P.M.	
Haiyang	Friday, 4th, 10.00 A.M.	
Sui Tai	Friday, 4th, 1.15 P.M.	
Loongang	Friday, 4th, 3.00 P.M.	
Shanghai	Friday, 4th, 5.00 P.M.	
Takao	Saturday, 5th, 10.00 A.M.	
Singapore, Penang and Calcutta	Saturday, 5th, 10.00 A.M.	
Manila	Saturday, 5th, 10.30 A.M.	
Shanghai	Saturday, 5th, 10.30 A.M.	

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.
 Will take letters to EUROPE marked VIA SIBERIA.
 (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Singapore and Samarang
 Marseilles and Shanghai
 Tientsin and Tientsin
 Cebu and Manila
 Shanghai, Yokohama, Kobe and Moji

EUROPE, A.C., INDIA VIA TATTOON.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle
 Singapore, Penang, Samarang and Batavia
 Singapore, Penang, Weihaiwei and Chefoo
 Shanghai, NAGASAKI, KOBE, YOKOHAMA, MANILA AND VANCOURT (B.C.)
 (Will take letters to EUROPE marked VIA SIBERIA.)

Shanghai
 Port Darwin, Thursday, 11th, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO.
 Will take letters to EUROPE marked VIA SIBERIA.
 (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Singapore, Penang and Bombay
 Manila
 Europe, A.C., India via Tattouin.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Yokohama, Kobe and Moji

EUROPE, A.C., INDIA VIA TATTOON.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

FOR XMAS DELICACIES

GO TO

H. RUTTONJEE & SON.

5, D'AGUIAR STREET,

45, ELGIN ROAD, KOWLOON.

COMMERCIAL.

TO-MORROW.
 Sales, Valuable, Land, Property, 5000 Rooms, Mr. Geo. P. Hammerman.

EXCHANGE

CLOSING QUOTATION.

December 2nd

ON LONDON: Telegraphic Transfer 100 Bank Bills, on demand 100 Bank Bills, at 30 days sight 100 Bank Bills, at 4 months sight 100 Documentary Bills 4 months sight 100

ON PARIS: Bank Bills, on demand 210 Credits, at 4 months sight 210

ON NEW YORK: Bank Bills, on demand 400 Credits, at 60 days sight 410

ON HONGKONG: Bank Bills, on demand 1250 Bank, on demand 1260

ON CALCUTTA: Telegraphic Transfer 1250 Bank, on demand 1260

ON SHANGHAI: Bank, at sight 750 Private, 30 days sight 760

ON YOKOHAMA: On demand 810 On SHANGHAI: On demand 820 On SHANGHAI: On demand 830 On SHANGHAI: On demand 840 On SHANGHAI: On demand 850 On SHANGHAI: On demand 860 On SHANGHAI: On demand 870 On SHANGHAI: On demand 880 On SHANGHAI: On demand 890 On SHANGHAI: On demand 900

ON SHANGHAI: On demand 910 On SHANGHAI: On demand 920 On SHANGHAI: On demand 930 On SHANGHAI: On demand 940 On SHANGHAI: On demand 950 On SHANGHAI: On demand 960 On SHANGHAI: On demand 970 On SHANGHAI: On demand 980 On SHANGHAI: On demand 990

ON SHANGHAI: On demand 1000 On SHANGHAI: On demand 1010 On SHANGHAI: On demand 1020 On SHANGHAI: On demand 1030 On SHANGHAI: On demand 1040 On SHANGHAI: On demand 1050 On SHANGHAI: On demand 1060 On SHANGHAI: On demand 1070 On SHANGHAI: On demand 1080 On SHANGHAI: On demand 1090

ON SHANGHAI: On demand 1100 On SHANGHAI: On demand 1110 On SHANGHAI: On demand 1120 On SHANGHAI: On demand 1130 On SHANGHAI: On demand 1140 On SHANGHAI: On demand 1150 On SHANGHAI: On demand 1160 On SHANGHAI: On demand 1170 On SHANGHAI: On demand 1180 On SHANGHAI: On demand 1190

ON SHANGHAI: On demand 1200 On SHANGHAI: On demand 1210 On SHANGHAI: On demand 1220 On SHANGHAI: On demand 1230 On SHANGHAI: On demand 1240 On SHANGHAI: On demand 1250 On SHANGHAI: On demand 1260 On SHANGHAI: On demand 1270 On SHANGHAI: On demand 1280 On SHANGHAI: On demand 1290

ON SHANGHAI: On demand 1300 On SHANGHAI: On demand 1310 On SHANGHAI: On demand 1320 On SHANGHAI: On demand 1330 On SHANGHAI: On demand 1340 On SHANGHAI: On demand 1350 On SHANGHAI: On demand 1360 On SHANGHAI: On demand 1370 On SHANGHAI: On demand 1380 On SHANGHAI: On demand 1390

ON SHANGHAI: On demand 1400 On SHANGHAI: On demand 1410 On SHANGHAI: On demand 1420 On SHANGHAI: On demand 1430 On SHANGHAI: On demand 1440 On SHANGHAI: On demand 1450 On SHANGHAI: On demand 1460 On SHANGHAI: On demand 1470 On SHANGHAI: On demand 1480 On SHANGHAI: On demand 1490

ON SHANGHAI: On demand 1500 On SHANGHAI: On demand 1510 On SHANGHAI: On demand 1520 On SHANGHAI: On demand 1530 On SHANGHAI: On demand 1540 On SHANGHAI: On demand 1550 On SHANGHAI: On demand 1560 On SHANGHAI: On demand 1570 On SHANGHAI: On demand 1580 On SHANGHAI: On demand 1590

ON SHANGHAI: On demand 1600 On SHANGHAI: On demand 1610 On SHANGHAI: On demand 1620 On SHANGHAI: On demand 1630 On SHANGHAI: On demand 1640 On SHANGHAI: On demand 1650 On SHANGHAI: On demand 1660 On SHANGHAI: On demand 1670 On SHANGHAI: On demand 1680 On SHANGHAI: On demand 1690

ON SHANGHAI: On demand 1700 On SHANGHAI: On demand 1710 On SHANGHAI: On demand 1720 On SHANGHAI: On demand 1730 On SHANGHAI: On demand 1740 On SHANGHAI: On demand 1750 On SHANGHAI: On demand 1760 On SHANGHAI: On demand 1770 On SHANGHAI: On demand 1780 On SHANGHAI: On demand 1790

ON SHANGHAI: On demand 1800 On SHANGHAI: On demand 1810 On SHANGHAI: On demand 1820 On SHANGHAI: On demand 1830 On SHANGHAI: On demand 1840 On SHANGHAI: On demand 1850 On SHANGHAI: On demand 1860 On SHANGHAI: On demand 1870 On SHANGHAI: On demand 1880 On SHANGHAI: On demand 1890

ON SHANGHAI: On demand 1900 On SHANGHAI: On demand 1910 On SHANGHAI: On demand 1920 On SHANGHAI: On demand 1930 On SHANGHAI: On demand 1940 On SHANGHAI: On demand 1950 On SHANGHAI: On demand 1960 On SHANGHAI: On demand 1970 On SHANGHAI: On demand 1980 On SHANGHAI: On demand 1990

ON SHANGHAI: On demand 2000 On SHANGHAI: On demand 2010 On SHANGHAI: On demand 2020 On SHANGHAI: On demand 2030 On SHANGHAI: On demand 2040 On SHANGHAI: On demand 2050 On SHANGHAI: On demand 2060 On SHANGHAI: On demand 2070 On SHANGHAI: On demand 2080 On SHANGHAI: On demand 2090

ON SHANGHAI: On demand 2100 On SHANGHAI: On demand 2110 On SHANGHAI: On demand 2120 On SHANGHAI: On demand 2130 On SHANGHAI: On demand 2140 On SHANGHAI: On demand 2150 On SHANGHAI: On demand 2160 On SHANGHAI: On demand 2170 On SHANGHAI: On demand 2180 On SHANGHAI: On demand 2190

ON SHANGHAI: On demand 2200 On SHANGHAI: On demand 2210 On SHANGHAI: On demand 2220 On SHANGHAI: On demand 2230 On SHANGHAI: On demand 2240 On SHANGHAI: On demand 2250 On SHANGHAI: On demand 2260 On SHANGHAI: On demand 2270 On SHANGHAI: On demand 2280 On SHANGHAI: On demand 2290

ON SHANGHAI: On demand 2300 On SHANGHAI: On demand 2310 On SHANGHAI: On demand 2320 On SHANGHAI: On demand 2330 On SHANGHAI: On demand 2340 On SHANGHAI: On demand 2350 On SHANGHAI: On demand 2360 On SHANGHAI: On demand 2370 On SHANGHAI: On demand 2380 On SHANGHAI: On demand 2390

ON SHANGHAI: On demand 2400 On SHANGHAI: On demand 2410 On SHANGHAI: On demand 2420 On SHANGHAI: On demand 2430 On SHANGHAI: On demand 2440 On SHANGHAI: On demand 2450 On SHANGHAI: On demand 2460 On SHANGHAI: On demand 2470 On SHANGHAI: On demand 2480 On SHANGHAI: On demand 2490

ON SHANGHAI: On demand 2500 On SHANGHAI: On demand 2510 On SHANGHAI: On demand 2520 On SHANGHAI: On demand 2530 On SHANGHAI: On demand 2540 On SHANGHAI: On demand 2550 On SHANGHAI: On demand 2560 On SHANGHAI: On demand 2570 On SHANGHAI: On demand 2580 On SHANGHAI: On demand 2590

ON SHANGHAI: On demand 2600 On SHANGHAI: On demand 2610 On SHANGHAI: On demand 2620 On SHANGHAI: On demand 2630 On SHANGHAI: On demand 2640 On SHANGHAI: On demand 2650 On SHANGHAI: On demand 2660 On SHANGHAI: On demand 2670 On SHANGHAI: On demand 2680 On SHANGHAI: On demand 2690

ON SHANGHAI: On demand 2700 On SHANGHAI: On demand 2710 On SHANGHAI: On demand 2720 On SHANGHAI: On demand 2730 On SHANGHAI: On demand 2740 On SHANGHAI: On demand 2750 On SHANGHAI: On demand 2760 On SHANGHAI: On demand 2770 On SHANGHAI: On demand 2780 On SHANGHAI: On demand 2790

ON SHANGHAI: On demand 2800 On SHANGHAI: On demand 2810 On SHANGHAI: On demand 2820 On SHANGHAI: On demand 2830 On SHANGHAI: On demand 2840 On SHANGHAI: On demand 2850 On SHANGHAI: On demand 2860 On SHANGHAI: On demand 2870 On SHANGHAI: On demand 2880 On SHANGHAI: On demand 2890

ON SHANGHAI: On demand 2900 On SHANGHAI: On demand 2910 On SHANGHAI: On demand 2920 On SHANGHAI: On demand 2930 On SHANGHAI: On demand 2940 On SHANGHAI: On demand 2950 On SHANGHAI: On demand 2960 On SHANGHAI: On demand 2970 On SHANGHAI: On demand 2980 On SHANGHAI: On demand 2990

ON SHANGHAI: On demand 3000 On SHANGHAI: On demand 3010 On SHANGHAI: On demand 3020 On SHANGHAI: On demand 3030 On SHANGHAI: On demand 3040 On SHANGHAI: On demand 3050 On SHANGHAI: On demand 3060 On SHANGHAI: On demand 3070 On SHANGHAI: On demand 3080 On SHANGHAI: On demand 3090

ON SHANGHAI: On demand 3100 On SHANGHAI: On demand 3110 On SHANGHAI: On demand 3120 On SHANGHAI: On demand 3130 On SHANGHAI: On demand 3140 On SHANGHAI: On demand 3150 On SHANGHAI: On demand 3160 On SHANGHAI: On demand 3170 On SHANGHAI: On demand 3180 On SHANGHAI: On demand 3190

ON SHANGHAI: On demand 3200 On SHANGHAI: On demand 3210 On SHANGHAI: On demand 3220 On SHANGHAI: On demand 3230 On SHANGHAI: On demand 3240 On SHANGHAI: On demand 3250 On SHANGHAI: On demand 3260 On SHANGHAI: On demand 3270 On SHANGHAI: On demand 3280 On SHANGHAI: On demand 3290

ON SHANGHAI: On demand 3300 On SHANGHAI: On demand 3310 On SHANGHAI: On demand 3320 On SHANGHAI: On demand 3330 On SHANGHAI: On demand 3340 On SHANGHAI: On demand 3350 On SHANGHAI: On demand 3360 On SHANGHAI: On demand 3370 On SHANGHAI: On demand 3380 On SHANGHAI: On demand 3390

ON SHANGHAI: On demand 3400 On SHANGHAI: On demand 3410 On SHANGHAI: On demand 3420 On SHANGHAI: On demand 3430 On SHANGHAI: On demand 3440 On SHANGHAI: On demand 3450 On SHANGHAI: On demand 3460 On SHANGHAI: On demand 3470 On SHANGHAI: On demand 3480 On SHANGHAI: On demand 3490

ON SHANGHAI: On demand 3500 On SHANGHAI: On demand 3510 On SHANGHAI: On demand 3520 On SHANGHAI: On demand 3530 On SHANGHAI: On demand 3540 On SHANGHAI: On demand 3550 On SHANGHAI: On demand 3560 On SHANGHAI: On demand 3570 On SHANGHAI: On demand 3580 On SHANGHAI: On demand 3590

ON SHANGHAI: On demand 3600 On SHANGHAI: On demand 3610 On SHANGHAI: On demand 3620 On SHANGHAI: On demand 3630 On SHANGHAI: On demand 3640 On SHANGHAI: On demand 3650 On SHANGHAI: On demand 3660 On SHANGHAI: On demand 3670 On SHANGHAI: On demand 3680 On SHANGHAI: On demand 3690

ON SHANGHAI: On demand 3700 On SHANGHAI: On demand 3710 On SHANGHAI: On demand 3720 On SHANGHAI: On demand 3730 On SHANGHAI: On demand 3740 On SHANGHAI: On demand 3750 On SHANGHAI: On demand 3760 On SHANGHAI: On demand 3770 On SHANGHAI: On demand 3780 On SHANGHAI: On demand 3790

ON SHANGHAI: On demand 3800 On SHANGHAI: On demand 3810 On SHANGHAI: On demand 3820 On SHANGHAI: On demand 3830 On SHANGHAI: On demand 3840 On SHANGHAI: On demand 3850 On SHANGHAI: On demand 3860 On SHANGHAI: On demand 3870 On SHANGHAI: On demand 3880 On SHANGHAI: On demand 3890

ON SHANGHAI: On demand 3900 On SHANGHAI: On demand 3910 On SHANGHAI: On demand 3920 On SHANGHAI: On demand 3930 On SHANGHAI: On demand 3940 On SHANGHAI: On demand 3950 On SHANGHAI: On demand 3960 On SHANGHAI: On demand 3970 On SHANGHAI: On demand 3980 On SHANGHAI: On demand 3990

ON SHANGHAI: On demand 4000 On SHANGHAI: On demand 4010 On SHANGHAI: On demand 4020 On SHANGHAI: On demand 4030 On SHANGHAI: On demand 4040 On SHANGHAI: On demand 4050 On SHANGHAI: On demand 4060 On SHANGHAI: On demand 4070 On SHANGHAI: On demand 4080 On SHANGHAI: On demand 4090

ON SHANGHAI: On demand 4100 On SHANGHAI: On demand 4110 On SHANGHAI: On demand 4120 On SHANGHAI: On demand 4130 On SHANGHAI: On demand 4140 On SHANGHAI: On demand 4150 On SHANGHAI: On demand 4160 On SHANGHAI: On demand 4170 On SHANGHAI: On demand 4180 On SHANGHAI: On demand 4190

ON SHANGHAI: On demand 4200 On SHANGHAI: On demand 4210 On SHANGHAI: On demand 4220 On SHANGHAI: On demand 4230 On SHANGHAI: On demand 4240 On SHANGHAI: On demand 4250 On SHANGHAI: On demand 4260 On SHANGHAI: On demand 4270 On SHANGHAI: On demand 4280 On SHANGHAI: On demand 4290

ON SHANGHAI: On demand 4300 On SHANGHAI: On demand 4310 On SHANGHAI: On demand 4320 On SHANGHAI: On demand 4330 On SHANGHAI: On demand 4340 On SHANGHAI: On demand 4350 On SHANGHAI: On demand 4360 On SHANGHAI: On demand 4370 On SHANGHAI: On demand 4380 On SHANGHAI: On demand 4390

ON SHANGHAI: On demand 4400 On SHANGHAI: On demand 4410 On SHANGHAI: On demand 4420 On SHANGHAI: On demand 4430 On SHANGHAI: On demand 4440 On SHANGHAI: On demand 4450 On SHANGHAI: On demand 4460 On SHANGHAI: On demand 4470 On SHANGHAI: On demand 4480 On SHANGHAI: On demand 4490

JOINT STOCK SHARES.

Hongkong, December 2nd.

COMPANY. PAID UP. QUOTATIONS.

Bank of China 100 100, buyers

Bank of Communications 100 100, buyers

Bank of India 100 100, buyers

Bank of Japan 100 100, buyers

Bank of Korea 100 100, buyers

Bank of Persia 100 100, buyers

Bank of Siam 100 100, buyers

Bank of Tonkin 100 100, buyers

Bank of Yunnan 100 100, buyers

Bank of Zibo 100 100, buyers

Bank of Zhongshan 100 100, buyers

Bank of Zhongshan 100 100, buyers

Bank of Zhongshan 100 100, buyers

Bank of Zhongshan 100 100, buyers

Bank of Zhongshan 100 100, buyers

Bank of Zhongshan 100 100, buyers

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Bank of Zhongshan 100 100, buyers

Bank of Zhongshan 100 100, buyers

VISITORS AT HOTELS.

Hongkong Hotel.

Mr. P. R. Adams, Mr. A. B. Allen, Mr. B. Allen, Mr. C. Allen, Mr. D. Allen, Mr. E. Allen, Mr. F. Allen, Mr. G. Allen, Mr. H. Allen, Mr. I. Allen, Mr. J. Allen, Mr. K. Allen, Mr. L. Allen, Mr. M. Allen, Mr. N. Allen, Mr. O. Allen, Mr. P. Allen, Mr. Q. Allen, Mr. R. Allen, Mr. S. Allen, Mr. T. Allen, Mr. U. Allen, Mr. V. Allen, Mr. W. Allen, Mr. X. Allen, Mr. Y. Allen, Mr. Z. Allen, Mr. A. Allen, Mr. B. Allen, Mr. C. Allen, Mr. D. Allen, Mr. E. Allen, Mr. F. Allen, Mr. G. Allen, Mr. H. Allen, Mr. I. Allen, Mr. J. Allen, Mr. K. Allen, Mr. L. Allen, Mr. M. Allen, Mr. N. Allen, Mr. O. Allen, Mr. P. Allen, Mr. Q. Allen, Mr. R. Allen, Mr. S. Allen, Mr. T. Allen, Mr. U. Allen, Mr. V. Allen, Mr. W. Allen, Mr. X. Allen, Mr. Y. Allen, Mr. Z. Allen, Mr. A. Allen, Mr. B. Allen, Mr. C. Allen, Mr. D. Allen, Mr. E. Allen, Mr. F. Allen, Mr. G. Allen, Mr. H. Allen, Mr. I. Allen, Mr. J. Allen, Mr. K. Allen, Mr. L. Allen, Mr. M. Allen, Mr. N. Allen, Mr. O. Allen, Mr. P. Allen, Mr. Q. Allen, Mr. R. Allen, Mr. S. Allen, Mr. T. Allen, Mr. U. Allen, Mr. V. Allen, Mr. W. Allen, Mr. X. Allen, Mr. Y. Allen, Mr. Z. Allen, Mr. A. Allen, Mr. B. Allen, Mr. C. Allen, Mr. D. Allen, Mr. E. Allen, Mr. F. Allen, Mr. G. Allen, Mr. H. Allen, Mr. I. Allen, Mr. J. Allen, Mr. K. Allen, Mr. L. Allen, Mr. M. Allen, Mr. N. Allen, Mr. O. Allen, Mr. P. Allen, Mr. Q. Allen, Mr. R. Allen, Mr. S. Allen, Mr. T. Allen, Mr. U. Allen, Mr. V. Allen, Mr. W. Allen, Mr. X. Allen, Mr. Y. Allen, Mr. Z. Allen, Mr. A. Allen, Mr. B. Allen, Mr. C. Allen, Mr. D. Allen, Mr. E. Allen, Mr. F. Allen, Mr. G. Allen, Mr. H. Allen, Mr. I. Allen, Mr. J. Allen, Mr. K. Allen, Mr. L. Allen, Mr. M. Allen, Mr. N. Allen, Mr. O. Allen, Mr. P. Allen, Mr. Q. Allen, Mr. R. Allen, Mr. S. Allen, Mr. T. Allen, Mr. U. Allen, Mr. V. Allen, Mr. W. Allen, Mr. X. Allen, Mr. Y. Allen, Mr. Z. Allen, Mr. A. Allen, Mr. B. Allen, Mr. C. Allen, Mr. D. Allen, Mr. E. Allen, Mr. F. Allen, Mr. G. Allen, Mr. H. Allen, Mr. I. Allen, Mr. J. Allen, Mr. K. Allen, Mr. L. Allen, Mr. M. Allen, Mr. N. Allen, Mr. O. Allen, Mr. P. Allen, Mr. Q. Allen, Mr. R. Allen, Mr. S. Allen, Mr. T. Allen, Mr. U. Allen, Mr. V. Allen, Mr. W. Allen, Mr. X. Allen, Mr. Y. Allen, Mr. Z